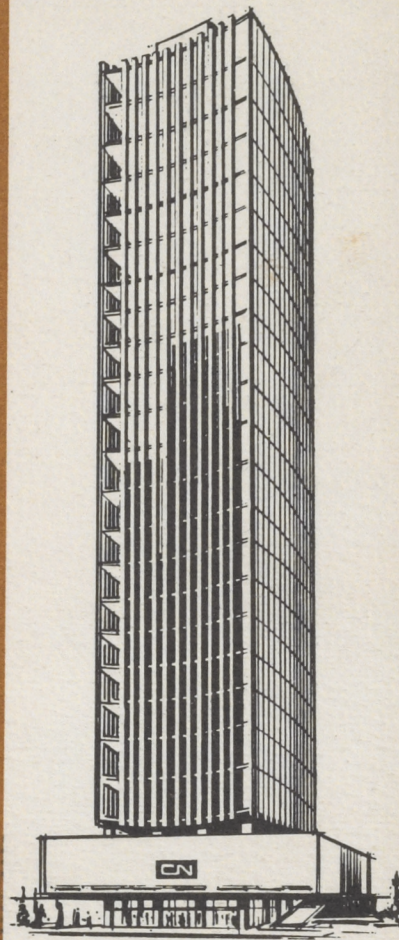
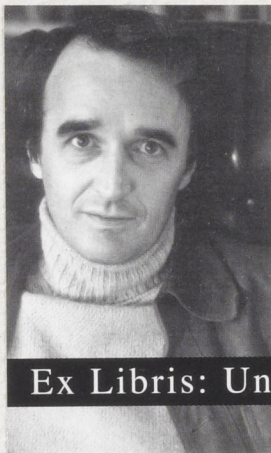


CN and Edmonton





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Education is the progressive discovery of our own ignorance.

—Will Durant

Ex Libris: Universitatis Albertensis





"We are not only interested in Edmonton's Civic Centre Plan but will participate actively in its implementation."

In these words, spoken by President Gordon in an address to a luncheon in connection with the formal opening of the 1962 Edmonton Exhibition, the President of Canadian National Railways made public and official the company's co-operation with the City of Edmonton in the development of Edmonton's Civic Centre.

This participation by CN in Civic Centre planning did not begin with Mr. Gordon's statement. It began, Mr. G. R. Graham,

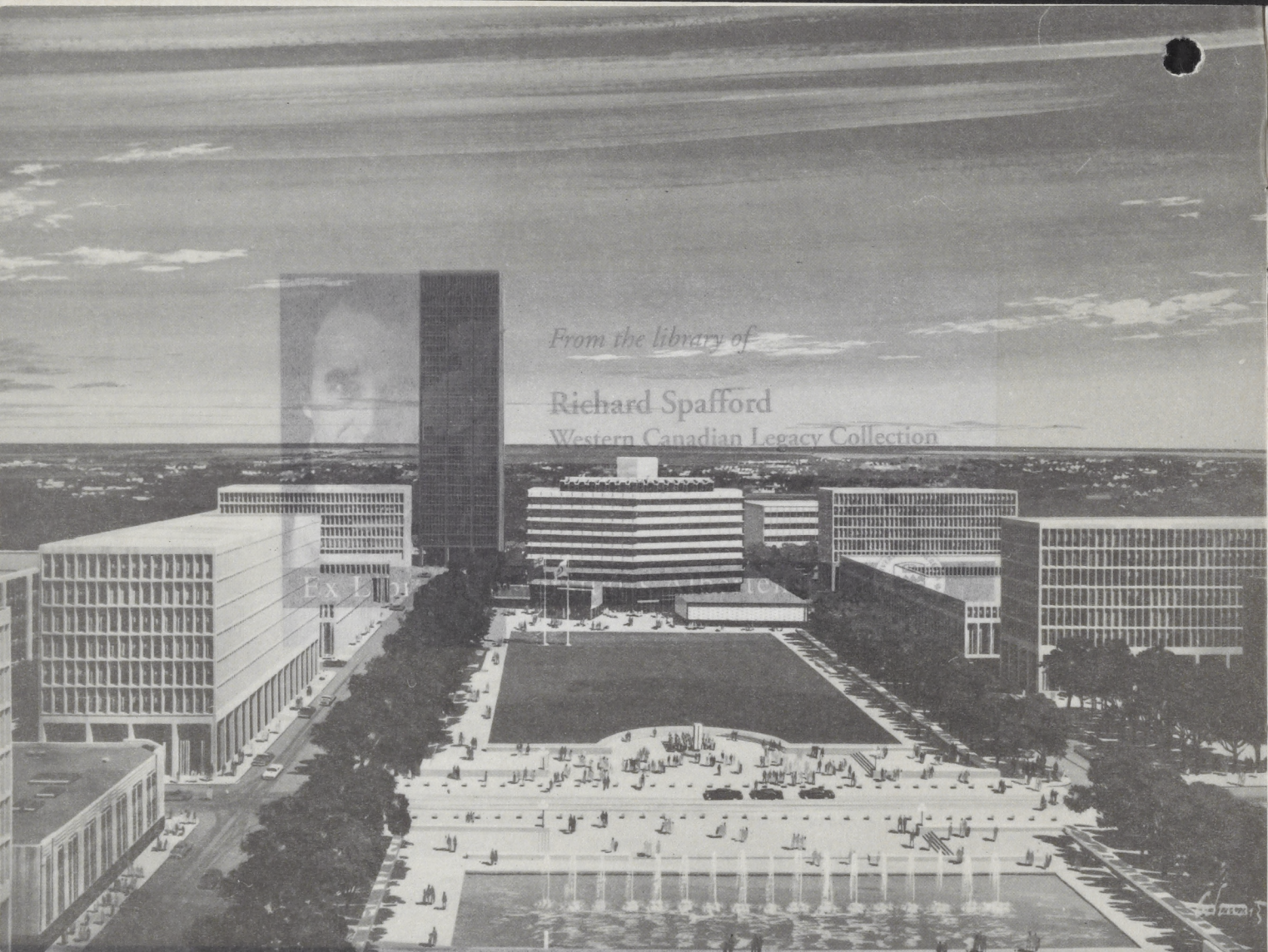
Executive Vice-President of CN, stated at the time, "was initiated by the City of Edmonton and was actively encouraged by the City Council and the City Commission."

It was the City of Edmonton which approached the Canadian National Railways for assistance in the development of the Civic Centre. The City of Edmonton had already secured the services of the Webb & Knapp Architects for the preliminary planning of the Civic Centre.

The City of Edmonton's design was the result of a study made by the City of Edmonton and the City Commission. The design was based on the City of Edmonton's plan for the Civic Centre, which was approved by the City Council in 1958.

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Ex Libris

how the civic centre began

By Dr. Elmer E. Roper,
former Mayor of Edmonton

"We are not only interested in Edmonton's Civic Centre Plan but will participate actively in its implementation."

In these words, spoken by Mr. Donald Gordon in an address to a luncheon in connection with his official opening of the 1962 Edmonton Exhibition, the President of Canadian National Railways made public and official the company's co-operation with the City of Edmonton in the development of Edmonton's Civic Centre.

This participation by CN in Civic Centre planning did not begin with Mr. Gordon's statement. However, Mr. G. R. Graham, Vice-president of Canadian National Railways, Mountain Region, had maintained a constant interest in Civic Centre planning and it was at his suggestion that, among others, Webb & Knapp of Canada Limited, developers of Place Ville Marie on CN land in Montreal, was invited by the Edmonton City Council to prepare a comprehensive plan for a city centre development. Under the direction of the noted architectural and planning firm of I. M. Pei and Associates of New York, the Webb & Knapp plan was completed and presented to the City of Edmonton on May 15, 1962.

Because the key feature of the Civic Centre design was the proposed CN Tower, it was generally recognized that implementation of the plan as a whole would depend largely on a decision of Canadian National Railways to proceed with construction of the Tower.

This indeed proved to be so. Following the unveiling of the model of the Tower in August, 1963, and the subsequent start of construction, the other components of the Civic Centre development began to appear in remarkable conformity to the Plan.



sixty years of partnership

Canadian National arrived in Edmonton in 1905, the same year in which Alberta became a province. Since then their destinies have been inevitably, and agreeably, intertwined.

After the main railway line came the branch lines focussed on Edmonton and reaching out to new agricultural land, into the forested areas and the coal mines.

In spite of the subsequent building of modern highways the job of railway building never did halt. The Great Slave Lake Railway came early in the present decade and added several hundred miles to the economic length of the province before it crossed the border into the Northwest Territories.

Today the new Alberta Resources Railway is opening up an undeveloped resource area between Hinton and Grande Prairie with laying of steel already started.

On another front, Canadian National by microwave, scatterwave and pole line has extended Alberta's post-war communications northward to the Arctic Coast, down the Mackenzie Valley and across northern British Columbia to the Yukon and Alaska.

It is significant that the hub and control of these and other developments is based in Edmonton where CN has its regional headquarters that administer more than 4,000 miles of railway and their allied enterprises covering a huge territory that reaches from Biggar, Sask. to the Pacific Coast.



Station site 1895



Last spike Nov. 24, 1905



Edmonton's first station

the post-war years

Between 1939 and 1951 Edmonton grew from 90,000 to 175,000 and was adding new residents at the rate of 1,000 a month.

The empty spaces were soon gobbled up when residential subdivisions pushed out from the matured centre. As Edmonton grew, so grew the commercial and industrial enterprises to serve it.

It was an unhappy situation that faced the railway and the community in 1951. The new areas were laced with level crossings and trains whistling to pass over them. Gone were the leisurely days when the city could afford to share the Low Level bridge with the railway. There was crying need, too, to plan for industrial growth, avoid unsightly sprawl and assign land to its best uses. Unless the pattern of CN lines was rationalized the capital cost of highway over-and underpasses would be enormous.

In numerous meetings with the city council, the town planners and the city commissioners, Mr. G. R. Graham, now CN's Vice-president in Edmonton, worked out the 1952 Agreement that set the course for orderly expansion of rail-served industry.

No less than 45 level crossings were eliminated by the agreement and many miles of railway grade were abandoned for residential and other uses.

Land swaps with the city made the big Calder Yard possible and the downtown yard assumed a minor role to serve the surrounding warehouse district and passenger terminal. The roundhouse adjacent to Fourth Avenue no longer belched the fire and smoke of the pre-diesel era. So far ahead does the 1952 agreement contemplate growth that many of its provisions are still coming into effect.



Civic centre site 1952



Now just a memory



King of the Steam Era



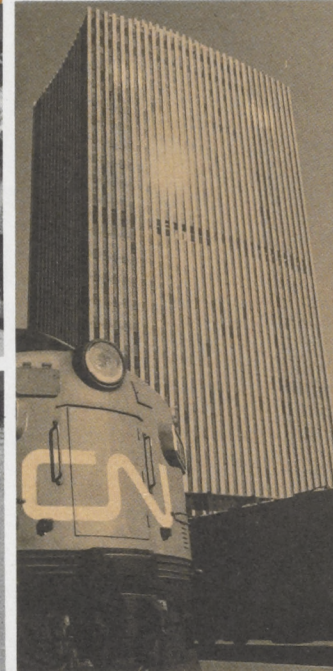
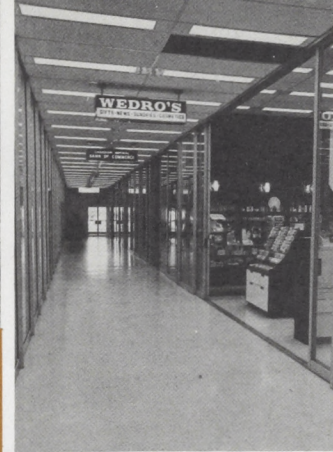
under one roof

With the completion and occupancy of its seven floors in the CN Tower building in June, 1966, the various CN enterprises came together for the first time under the same roof. They had been housed previously in six different locations. Some 600 employees were affected.

This problem of bringing people together became acute in 1961 when the Edmonton-based Mountain Region was born as a new administrative unit in the CN family.

With the concept in mind of creating a handsome, utilitarian structure at the key north end of what would become Civic Centre, CN decided to ask for bids on redevelopment of its station property on 100th Street.

Developers responded to advertisements placed across Canada with some intriguing designs. Most suited to CN's requirements was that of the Allied Development Corporation Limited.



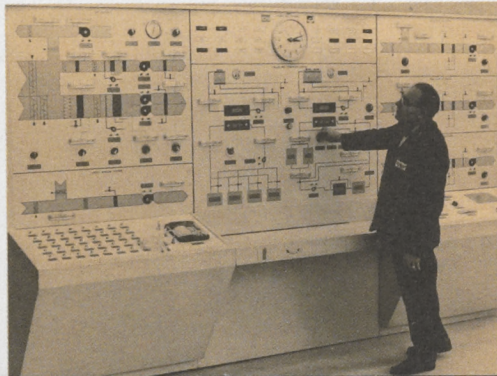
CN thereupon entered into an agreement which called for the demolition of its 35 year-old station and passenger terminal, and a 99-year lease of the site to Allied. Allied, in turn, was to build and own their proposed Tower and rent seven floors to CN. The \$10 million building you now see is the result of that agreement and around it is rising the new Civic Centre.

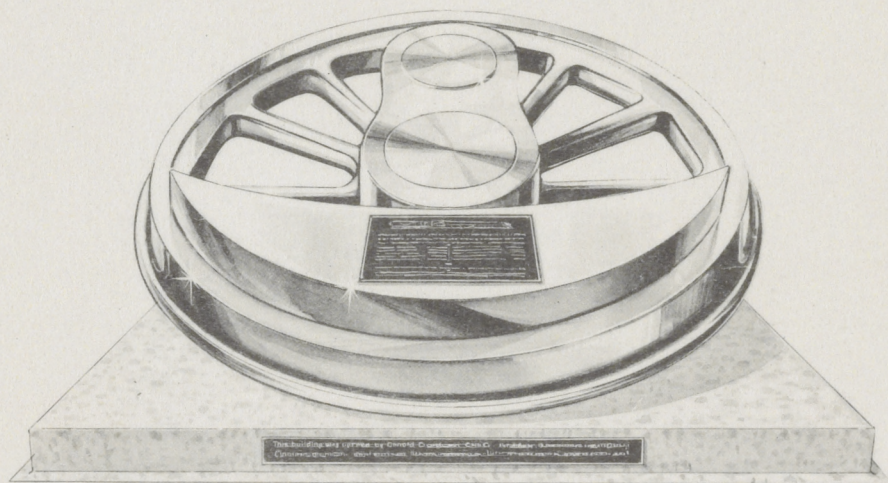
It is of interest that Canadian National foresaw the need for much more parking space in the Centre once it was fully developed. Consequently the Tower structure has been so designed that the parking garage, now part of the building, can be extended northward to span the width of the railway tracks.

When the Civic Centre grows to need this accommodation the Tower will be able to garage 5,000 cars.



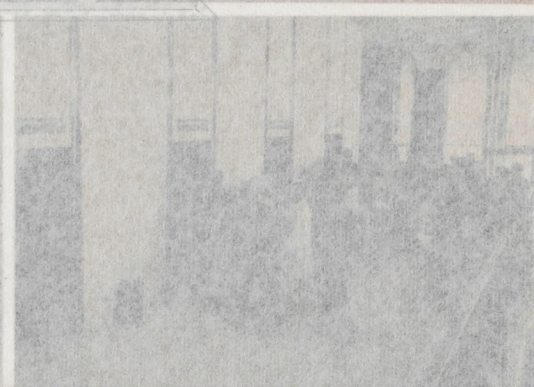
There are 600 Canadian National employees in CN Tower. They occupy floors 18 to 24. The adjoining east and west wings of the former station have been renovated inside and out to house CN Telecommunications and other sections including the veteran's clubrooms.







The first of the
 series of experiments
 was done in 1954, followed
 by a second in 1955, and a
 third in 1956. The results
 were very good, and it
 was found that the
 rate of production of
 the particles was
 about 100 per cent.
 The results of the
 experiments were
 published in the
 journal of the American
 Physical Society.







This booklet was printed
to observe the official opening
of CN Tower, Edmonton, 1966.

